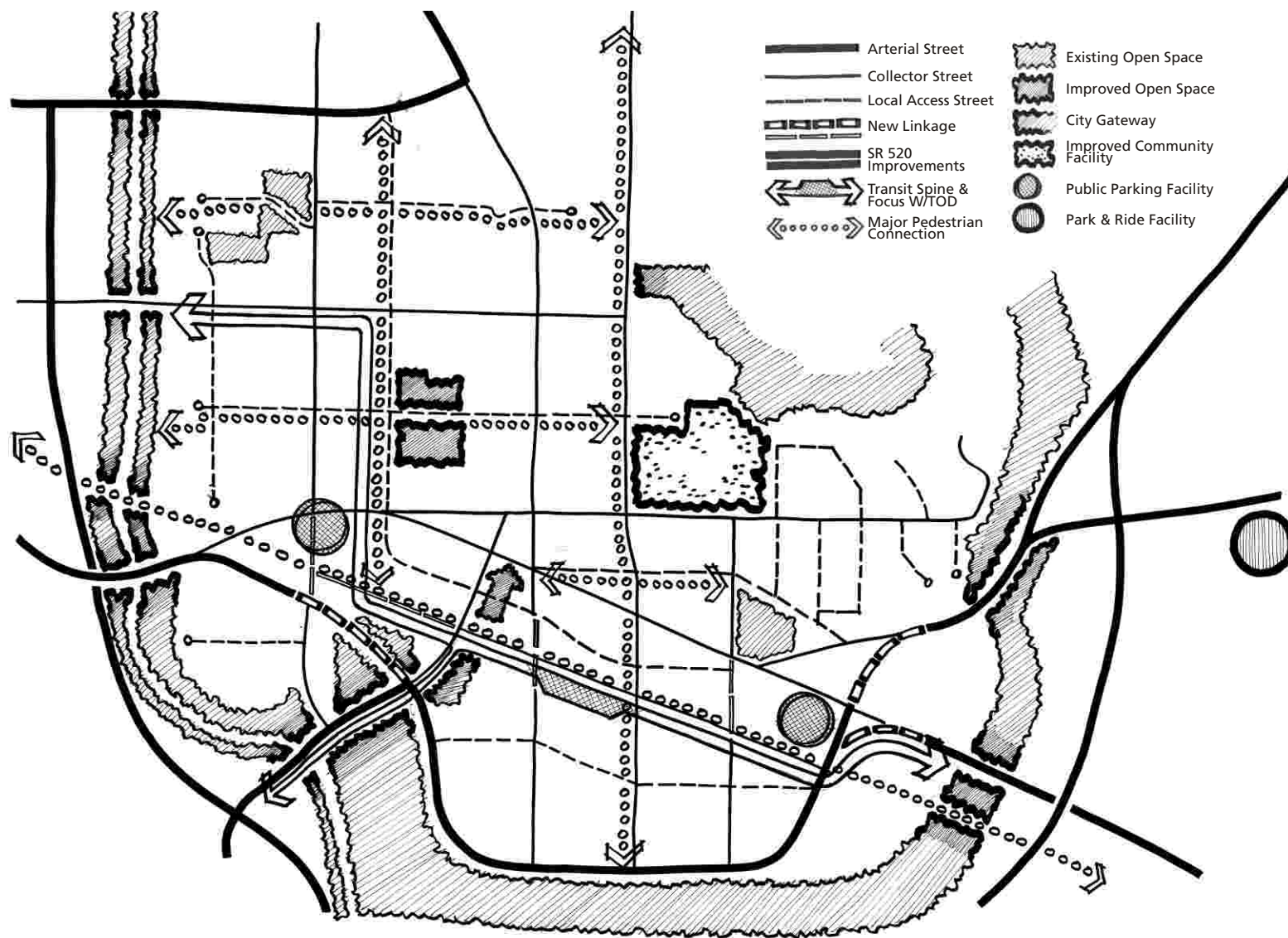


TRANSPORTATION CHOICES FOR DOWNTOWN CONCEPT PACKAGE

B

Public Workshop, January 2002



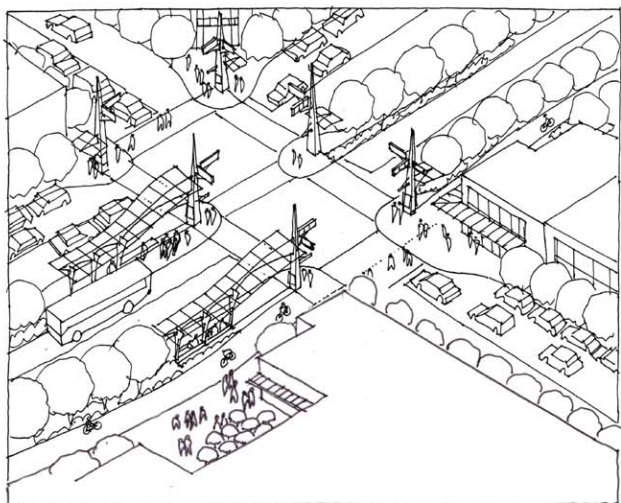


TRANSPORTATION CHOICES FOR DOWNTOWN

CONCEPT PACKAGE

B

Layer	Key features	Opportunities	Challenges
Circulation	<p>Creates ring road around the downtown</p> <p>Redmond Way/Cleveland one-way couplet removed</p> <p>Creates "Main Street" environment on Cleveland</p> <p>Major East/West traffic movements handled by a widened Bear Creek Parkway (BCPW) (possibly 7 lanes)</p> <p>Major BCPW connections made to Redmond Way (SR 908) to the west and to Redmond Way (SR 202) and Avondale Way to the east</p> <p>Major North/South traffic movements routed around town via NE 90th, 154th Ave and West Lake Sammamish Parkway</p>	<p>Allows Cleveland to be a lower volume 2-way "shopping" street</p> <p>Two-way streets better facilitate access to downtown destinations</p> <p>Encourages non-Redmond related traffic to bypass the heart of downtown</p>	<p>Requires increased capacity on BCPW (i.e., major widening and improved or new endpoint connections)</p> <p>Smaller streets through downtown Redmond are likely to be congested due to lower capacity and need to accommodate both downtown destined trips as well as a certain amount of "cut through" trips which are still likely to occur</p>
Transit	<p>Exclusive busway along BNSF right-of-way for regional buses</p> <p>Transit spine continues from busway to 161st St.</p> <p>BRT-style regional buses to Bellevue and Seattle would connect via Leary to SR 520; buses to Kirkland, UW and 148th would continue on spine to civic center</p> <p>Formal transit center at Town Center station</p>	<p>This alternative is most supportive of BRT and future LRT, allowing regional buses to get in and out of town quickly.</p> <p>Fast and frequent regional service will make transfers more acceptable, so local routes can be refocused to provide better local service and circulation</p> <p>No transit on Cleveland St.</p>	<p>Uses BNSF R/W for transit – may compete with other uses</p> <p>To get Bellevue and Seattle-bound regional services into and out of town quickly, they cannot serve the civic center directly, so transfers and circulation is needed.</p> <p>Local buses will use 76th St, requiring a formal transit center in the vicinity of 76th and 164th Ave. with layover for timed meets.</p> <p>Additional park-and-ride space, and service to it, will need to be provided east of downtown. This alternative lengthens some regional routes to serve the park-and-ride lot.</p> <p>Less circulation is provided by regional services along the spine than in other options</p>
BNSF	Uses BNSF for transit, road and trail	Multiple uses of BNSF	
Land use	Integrated CBD (ie. one downtown)	No arterials to divide downtown neighborhoods	Little potential for arterials to define distinct neighborhood within the downtown and act as a seam between those neighborhoods
Open space	Central park at existing park and ride Pocket parks along BNSF	Creates large open space are near residential areas of downtown	Displaces existing use of park-and-ride
Parking	Peripheral garages	Intercepts traffic before reaching downtown core	Potential parking locations likely to be more distant from downtown core than other options



Crossing

Cross Section

BNSF/76th Street ROW
Transit Spine with
Collector Street and
Pedestrian Connector

